

IN THE CLAIMS

For the convenience of the Examiner, all pending claims of the present Application are shown below in numerical order whether or not an amendment has been made and applying the revised amendment practice of 37 CFR 1.121 – IFW Final Rule.

1. **(Canceled)**

2. **(Canceled)**

3. **(Canceled)**

4. **(Canceled)**

5. **(Canceled)**

6. **(Canceled)**

7. **(Canceled)**

8. **(Canceled)**

9. (Currently Amended) A ~~The~~ roadway crash cushion of claim 8 wherein further comprising:

a collapsible cushion portion comprising:

a first panel member being ambered by at least one bend in the panel, the first panel configured to collapsibly fold during a collision and, due to shape memory, substantially return to an unfolded condition following a collision; and

a second panel member being cambered by at least one bend in the panel, the first panel configured to collapsibly fold during a collision and, due to shape memory, substantially return to an unfolded condition following a collision, the second panel spaced apart from the first panel such that a collapsible cell is formed between the first and second panels;

a ground-mounted longitudinal basetrack; and

a plurality of substantially rigid diaphragms that are affixed to the first and second panel members such that the diaphragms each engage the basetrack for slidable movement thereupon.

10. (Previously Presented) The roadway crash cushion of claim 9 wherein the basetrack comprises a pair of parallel rail members.

11. (Previously Presented) The roadway crash cushion of claim 10 wherein each diaphragm comprises an enlarged upper portion to which the panel members are secured.

12. (Previously Presented) The roadway crash cushion of claim 10 wherein each diaphragm comprises a lower portion having a pair of shoes for slidably engaging the rail members.

13. (Canceled)

14. (Previously Presented) The roadway crash cushion of claim 9 further comprising a nose piece formed of a sheet of plastic bent substantially into a "U" shape.

15. **(Previously Presented)** A roadway crash cushion comprising:
a longitudinal, ground-mounted basetrack that comprises a pair of parallel rail members;

a pair of substantially planar panel members that are positioned parallel to one another in a substantially vertical orientation, the panels being spaced apart such that at least one collapsible cell may be formed between the pair of panels, the panel members each having a cambered portion wherein the panel member is bent from its planar form to promote elastic deformation of the panel member along the cambered portion;

a plurality of diaphragms for securing the panel members to each other and to the base track, the diaphragms each comprising a pair of shoes for sliding engagement of the diaphragm to the basetrack rail members; and

a tension cable affixed to at least one diaphragm.

16. **(Previously Presented)** The roadway crash cushion of claim 15 wherein the panel members and diaphragms are secured to one another to form a linear array of closed collapsible cells.

17. **(Previously Presented)** The roadway crash cushion of claim 16 wherein the cells are hexagonally shaped.

18. **(Previously Presented)** The roadway crash cushion of claim 16 wherein the cells have different sizes to provide for separate collapsible zones within the array of cells.

19. **(Previously Presented)** The roadway crash cushion of claim 18 wherein the array of cells has a pair of primary collapsible zones located at upstream and downstream ends of the array.

20. **(Previously Presented)** The roadway crash cushion of claim 19 wherein the array of cells has a secondary collapsible zone located between the primary collapsible zones.

21. **(Previously Presented)** A roadway crash cushion comprising:

a first cambered, substantially planar panel having a first plurality of bends, the first cambered panel formed of a substantially self-restoring thermoplastic material comprising polyethylene;

a second cambered, substantially planar panel having a second plurality of bends, each of the second plurality of bends corresponding to one of the first plurality of bends, the second cambered panel formed of a substantially self-restoring thermoplastic material comprising polyethylene;

a plurality of diaphragms coupling the first cambered panel and the second cambered panel, the first and second panels being spaced apart such that an array of collapsible cells are formed between the first and second panels, the diaphragms cooperating with the first and second panels to form the array of collapsible cells between the first and second panels, each of the array of collapsible cells having a hexagonal shape, the array of collapsible cells comprising:

a first plurality of cells, each of the first plurality of cells of a first size; and

a second plurality of cells, each of the second plurality of cells of a second size, the second plurality of cells of the second size being smaller than the first plurality of cells of the first size, the second plurality of cells downstream from the first plurality of cells; and

at least two longitudinal, ground-mounted rail members each engaged with the plurality of diaphragms to allow for slidable movement of the diaphragms along the rail member as the collapsible cells collapse;

wherein the thermoplastic material of the first and second panels substantially returns the first and second panels to their initial form after the collapsible cells collapse.

22. **(Canceled)**

23. **(Canceled)**

24. **(Canceled)**

25. **(Canceled)**

26. **(Canceled)**

27. **(Canceled)**

28. **(Canceled)**

29. **(Canceled)**

30. **(Canceled)**

31. **(Canceled)**

32. **(Canceled)**

33. **(Currently Amended)** A ~~The~~ roadway crash cushion ~~of claim 22~~
comprising:

a first cambered panel having a first plurality of bends;

a second cambered panel having a second plurality of bends, each of the second
plurality of bends corresponding to one of the first plurality of bends;

a plurality of diaphragms coupling the first cambered panel and the second
cambered panel, the diaphragms cooperating with the first and second cambered panels
to form an array of collapsible cells between the first and second cambered panels; and

wherein the array of collapsible cells comprise:

a first grouping of collapsible cells comprising a first primary collapsible zone disposed at an upstream end of the array;

a second grouping of collapsible cells comprising a second primary collapsible zone disposed at a downstream end of the array, the cells in the first grouping approximately the same size as the cells in the second grouping; and

a third grouping of collapsible cells comprising a secondary collapsible zone disposed between the first and second primary collapsible zones;

wherein the cells in the first, second, and third groupings are sized such that the cells in the first and second groupings collapse before the cells in the third grouping.

34. **(Previously Presented)** The roadway crash cushion of claim 33 wherein the cells of the first grouping are approximately the same size as the cells in the second grouping.

35. **(Previously Presented)** The roadway crash cushion of claim 33 wherein the cells of the third grouping are larger than the cells in the first and second groupings.

36. **(Canceled)**

37. **(Canceled)**